

Commissioners was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 14, 1998.

The following is a brief overview of the application.

PFC Application No.: 98-03-U-00-IMT.

Level of the PFC: \$3.00.

Actual charge effective date: September 1, 1995.

Estimated charge expiration date: December 31, 2000.

Total approved net PFC revenue: \$215,820.00.

Brief description of proposed projects: Install sanitary sewer; rehabilitate runway lighting; construct and light Taxiway "H", GA apron and GA access road. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Dickinson County Board of Commissioners.

Issued in Des Plaines, Illinois, on June 12, 1998.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98-16356 Filed 6-18-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Grand Forks International Airport, Grand Forks, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Grant Forks International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 20, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Stephen E. Johnson, Interim Executive Director, of the Grand Forks Regional Airport Authority at the following address; Grand Forks Regional Airport Authority, 2787 Airport Drive, Grand Forks, North Dakota 58203.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Grand Forks Regional Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4385. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Grand Forks International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). On June 2, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Grant Forks Regional Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 1, 1998.

The following is a brief overview of the application.

PFC application number: 98-05-C-00-GFK.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 1998.

Proposed change expiration date: October 31, 2004.

Total estimated PFC revenue: \$1,398,163.00.

Brief description of proposed project(s): Expand Air Cargo Apron and Construct Service Road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/

Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Grand Forks Regional Airport Authority offices at the Grand Forks International Airport.

Issued in Des Plaines, Illinois on June 12, 1998.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement Salt Lake and Davis Counties, UT

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) is being prepared for a proposed transportation project in Salt Lake and Davis Counties, Utah. The initial notice of intent was given in the **Federal Register** on March 17, 1997 (Volume 62, Number 51, Pages 12681-12682).

FOR FURTHER INFORMATION CONTACT: Tom Allen, Project Development Engineer, U.S. Department of Transportation, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone (801) 963-0182; Byron Parker, Utah Department of Transportation, 2060 South 2400 West, Salt Lake City, Utah 84104, Telephone (801) 975-4806; or Michael Schwinn, U.S. Army Corps of Engineers, Suite A, 1403 South 600 West, Woods Cross, Utah 84010, Telephone (801) 295-8380.

SUPPLEMENTARY INFORMATION: Changes to the original notice of intent include: the determination of the northern terminus, change of the southern terminus from I-80 and 5600 West to 2100 North and I-215, change of the length of the highway from 17 to 13 miles, and updated information on the alternatives studied in detail and public meetings held. A detailed description of these changes are represented in the following information.

The FHWA, in cooperation with the U.S. Army Corps of Engineers, and the